

BUILDING OF WAR SHIPS

Over Twelve Hundred Plans Must Be Drawn Before Vessel Is Constructed

DETAILS ARE STUDIED WELL

Uncle Sam Has Complete Notion of What He Is Doing Before Steps are Taken

Boston, Mass., Aug. 21.—When Uncle Sam decides to build a warship there must be something over 1200 plans drawn and approved by the government before the vessel can be constructed. These plans alone, in the case of a first-class battleship like the Vermont, the contract for which has been recently awarded to the Fore River Ship and Engine Company, of this city, cost the builders about \$75,000. For the steel plates of the hull, to take a single large item, 500 distinct and separate plans are necessary. The 500 or 600 plans necessary for the hull as a whole, range from a small sheet of paper 12 inches square, to a big sheet 11 feet long by two feet and a quarter wide. And each plan must be duplicated in at least a dozen blue prints to facilitate the work of the shops and save the original drawings from being worn out by constant handling.

As a matter of fact, Uncle Sam has a very complete notion of what is going to suit him exactly before the contracting shipbuilders touch pencil to paper, and the shipbuilder's work is based upon yet another series of mysterious looking blueprints that come from the government. The first plans for every class of war vessels, with the single exception of the lively little torpedo boats and their equally lively little destroyers, are drawn by the government, before either Fore River, Newport News, the Cramps, or any other shipbuilding establishment is invited to bid for the task of finishing them.

RATHER LONG JAUNT

New York, Aug. 21.—Louis Brigano, an Italian pedestrian, who left Buenos Ayres, Argentina, on April 20, en route to San Francisco, has arrived here says he will proceed after a rest of eight days.

EXCITEMENT ON CUTTER

Hotchkiss Gun Plunges from Side to Side and Threatens to Sink Vessel

GREAT ALARM DURING RACE

Gun Being in Transport Breaks Loose from Insecure Fastening and Creates Confusion

New York, August 21.—With a big Hotchkiss gun plunging from side to side and threatening to tear off her plates with every lunge, there was quite a bit of excitement on the revenue cutter Gresham while she was on patrol duty for the yacht race. But for the bravery of the gunner and members of the crew of the cutter, the result might have been disastrous. The gun weighed 1800 pounds and was in transport, not constituting part of the armament of the Gresham, but intended for one of the other ocean going revenue cutters. It had been dropped on the low deck and apparently nobody thought it worth while to lash it securely.

The Gresham, which was the flagship for the course patrol, was lying near the outer mark, where a heavy swell was running. At times she rolled so heavily that her rail almost went under water. It was amid this rolling, persons on board heard the crashing down below and felt the tremors passing through the cutter as the gun struck her heavy iron sides.

"That Hotchkiss gun has broken loose down below, and the captain says if you don't want holes stove in the sides of the cutter, you'd better get your men down here and tie it up."

This was the startling message poured into the ears of the gunner by one of the crew. The gunner made for the companion way. As he ran he called to his assistance several of the crew, telling them to bring lines. With every roll of the cutter the big gun went crashing to port or starboard, following the listing of the boat and threatening with death anybody who got in its path. The rolls were so close together that the men were kept busy dodging. Many times they risked their lives in trying to fasten the line, and, encouraged by the brave example set by the gunner they persisted, until finally they had the gun under control and tied so securely it

could do no more harm. The hands of two men were injured slightly in the struggle.

"Talk about the man behind the gun," said the leader, "why my men were behind it, in front of it, on both sides of it and at times on top of it. On several occasions, when the infernal thing was plunging and there was a rush to get clear, it was a case of the gun behind the man, rather than one of the men behind the gun."

What might have resulted in a fatal accident occurred Thursday afternoon at the eastern extremity of the rowing course. The mishap took place while the senior cutter race was on and showed gross carelessness on the part of one of the masters of the launches. The dispatch boat Schmidt, Commodore Hume, had followed the cutters to the stake, it being the intention of Commodore Hume to clear the course on the way back to the starting point.

As the Schmidt rounded the Judge's boat Chinook came up. The Schmidt whistled that she would cross the starboard bow of the Chinook, but the signal went unheeded. Fortunately both boats were running under slow bell, and in the collision that followed no damage resulted except to the Schmidt's rail. The launch was, however, thrown over onto her beam ends, and the ladies aboard were badly frightened.

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